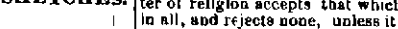


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<p>STEAMSHIP COMPANY.</p> <p>Weekly Line to New York</p> <p><i>Klippers and Freights.</i></p> <p>Will call further notice at Franklin Wharf, Portland, on MONDAY and THURSDAY, every Friday, leaving at 10 A.M. on WEDNESDAY, and at 1 P.M. on THURSDAY, for New York, and return on alternate months these steamships will have on their passage New York. Price, including steamer, \$10.</p> <p>Passengers are fitted up with life boats and trunks, and sleeping berths, and all travellers having tickets are entitled to dine beyond Portland as far as they desire, at all times from 10 A.M. to 10 P.M., no passengers to be taken on board after 10 P.M.</p> <p>For Freight General Agent, Portland, A. C. Frost & Co., No. 101 Exchange Street, and George Corbett & Co., No. 101 Exchange Street.</p>	<p>Business Cards</p> <p>C. E. & SKINNER,</p> <p>Sole Agents for Bangor and Eastern Maine, for Ward & Blake Mfg Co's Axes, and all other goods.</p> <p>Also agents for Geo. Hardy's Best Axes, which can be obtained by mail.</p> <p>A. WINCHESTER,</p> <p>(Successor to Fretz & Webb)</p> <p>Iron Merchant</p>	<p>HARPER'S BAZAR.</p> <p>ILLUSTRATED.</p> <p>This popular journal is a rare combination of literature, art, and fashion. It stores poems, and essays are by the best writers of Europe and America; its engravings possess the highest art excellence, and it is all matters pertaining to fashion it is universally acknowledged to be the leading authority in the land. The new volume will contain many brilliant novelties.</p>	<p>GALVANIZED CUTTERS, VENTILATORS, & CO.</p> <p>Agents for Austin's Patent Expanding Water Conductor.</p> <p>Old Wooden Gutters Lined with Galvanized Iron, Copper or Tin.</p> <p>RICHMOND, COR. YORK STREET, BANGOR, ME.</p>	<p>W.H. PRITCHARD,</p> <p>No. 130 Exchange Street.</p> <p>PLUMBERS AND PIPERS, AND DEALERS IN Plumbing Material, DRAIN PIPE AND</p>	 <p>BIOGRAPHICAL SKETCHES.</p> <p>COMPILED BY HOWARD OWEN. (Copyright Secured.) SENATE.</p> <p>The Senate is composed of 31 members. Its political complexion this year is as follows:</p> <table border="1"> <thead> <tr> <th>Republicans.</th> <th>National Greenbacks.</th> <th>Total.</th> </tr> </thead> <tbody> <tr> <td>23</td> <td>3</td> <td>26</td> </tr> <tr> <td>1</td> <td>1</td> <td>2</td> </tr> <tr> <td>1</td> <td>1</td> <td>2</td> </tr> </tbody> </table> <p>The oldest members at the board are Hon. Seward B. Hume, of Washington county, and Hon. James W. Clark, of Oxford county, who are each 69 years old. The youngest member is Hon. Ernest M. Goodall, of York county, who is 29. We have complete returns from all but two of our constituents, and secured an accurate statement. Has held office of Selectman, Su-</p>	Republicans.	National Greenbacks.	Total.	23	3	26	1	1	2	1	1	2	<p>berland county. Republican, in the matter of religion accepts that which is kind in all, and rejects none, unless it conflicts with the laws of God or man; wholesale merchant, married; age 35. Born on Beech Ridge, in the town of Scarborough, where they paper their rooms with the Eastern Argus, so they can read their prayers in the morning before they rise. Educated in the common schools. Member of the House in 1878, was one of the most influential members of that body. Extensively engaged in the wholesale grocery business. Always a Republican.</p> <p>Martin Sebastian S. Waldenboro', Lincoln county. Republican. (No country.) Nutting, Albert P., Otisfield, Cumberland county, Republican, Congregationist, farmer, married; age 37. Born in Otisfield, and received an academic education. Has held office of Selectman, Su-</p> <p>perintendent of the station agent at East New-port. Never held any public office, but has always been interested in the affairs of the State and Nation. A Democrat until the time of President Pierce.</p> <p>Young, Stephen Jewett, Brunswick, Cumberland county. Republican. Can't claim. Treasurer of Bowdoin College, married; age 33. Born in Pittston, located at Bowdoin College and University of Berlin, Prussia. Member of House of Representatives in 1878-79.</p> <p>WHOLESALE PRODUCE MARKET.</p> <p>Contracted semi-weekly by the drovers and auctioneers.</p> <p>Produce Market.</p> <p>WEDNESDAY, Jan. 19, 1881.</p>
Republicans.	National Greenbacks.	Total.																
23	3	26																
1	1	2																
1	1	2																

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The doctor who has cured thousands of cases of rheumatism, sciatica, neuralgia, and other painful affections, and who has also cured many cases of skin diseases, writes as follows: "I have used Dr. King's New Discovery for many years, and it has cured me of all my ailments. I can recommend it to all who are afflicted with any of the above named diseases." M.D. Professor.

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C. A. BOUTELLE, EDITOR.

All business letters should be addressed to Boutelle & Burr, and communications intended for publication should be addressed "Editor of the Whig and Courier."

THURSDAY, JAN. 13, 1882.

THE SHIPPING BILL.

(From the North American.)

The large vote by which the House of Representatives at Washington took up for consideration the Shipping Commission bill, to be a fair survey of the final action of the several propositions contained in the bill. Thus far so much of the attention of Congress, the press and of the public has been absorbed by the tariff revision and its connected subjects that there has been some danger that the report of the Shipping Commission might possibly fail to be acted upon at all, in consequence of the matter occupying the notice of the leading commercial journals. It is therefore very gratifying to find that both houses are fully roused to the necessity for final action upon the leading measures pending before Congress, and are especially wide awake on the subject of the Shipping Commission and its report.

The objects proposed by this pending bill are to give a stimulus to all classes of shipbuilding for maritime commerce, to revive the drooping commercial enterprise of our countrymen in the ocean carrying trade both coastwise and international, to endeavor to raise up lines of American ocean mail steamers on all the leading routes of transit and commerce between our own ports and those of foreign nations, and generally to enable the maritime interests of the Republic to compete not merely with the British monopoly, but also with the mercantile tonnage of all other countries.

It has been evident all along that in order to achieve any of these purposes, there must be Congressional legislation to establish a permanent and enduring system of national policy not liable to be disturbed every year by legislative tinker or public agitation for or against special interests either domestic or foreign. This is what we hope to see attained in the adoption of the measures reported by the Shipping Commission at the present session of Congress and however much our mercantile and industrial interests may be inclined to differ as to the details of the propositions contained in the bill we are quite confident that in the event of the bill becoming a law all shipping and commercial interests of the country will be disposed to accept it in good faith as a settlement of the question and go to work energetically to see up to the spirit of its provisions.

In this belief we think it is really unnecessary to attempt to enter into any discussion as to the possible or probable operation of the practical details of the measure and therefore content ourselves with urging all business leaders to use their influence to render the matter definitely final in a present shape. If this be done, the enactment of this bill as a law will put an end to the remarkable agitation that has been carried on so long for the repeal of our navigation laws and the granting of American registers to foreign ships. In our judgment that agitation has been mainly responsible for the backwardness of American enterprise, in consequence of the powerful influence it has exerted to prevent American capital from being largely interested in the ownership of vessels and the establishment of steamship lines.

JACKSON AND THE SPOILS.
As a civil service reformer, when in office himself we were bound to admit that Andrew Jackson did not share with any remarkable brilliancy. But before his accession to the Presidency, he was, in theory at least a model civil service reformer. To President Moore he wrote: "Your happiness and the Nation's welfare materially depend upon the selections which are made to fill the heads of departments. Now is the time to exterminate the two-headed hydra of party spirit. By using the civil service most judiciously, for their proper virtue, capacity and firmness, without any regard to party, you will go far to, if not entirely, eradicate those feelings, which, on former occasions, threw so many obstacles in the way of government, and perhaps have the pleasure and honor of uniting a people heretofore politically divided." This was most excellent advice, but Jackson was bigoted, and when once firmly set in the Executive chair he did what others had done before him, and what every President had done before him—first looked out for his friends.—Boston Post.

Madrid advises that a ministry has been definitely constituted as follows: Don Sagasta, Premier, General Martinez Campos, Minister of War, General Arzobispo, Minister of the Interior, General Arzobispo, Minister of Foreign Affairs, General Arzobispo, Minister of Justice, General Arzobispo, Minister of Finance, Admiral Arzobispo, Minister of Marine, General Arzobispo, Minister of the Colonies, and General Arzobispo, Minister of Public Works.

The latest advices from Europe represent the damage by the floods at greater than has before been reported. The inundations have been caused by the long prevalence of southerly winds, which have metted the snow in the Alps. Through out upper and lower Austria and Bohemia the damage has been considerable. Linz and Felsitz have suffered most severely, the latter town, 75,000 acres of cultivated land lying south of the latter being entirely submerged. In the Rhine provinces of Germany the destruction has also been very great. Mayence is in danger. The entire plain between Mannheim and Worms is one great lake ten feet deep. The lower parts of Cologne are submerged, and many of the smaller towns and villages have been destroyed. It is so short a time since a large portion of the country bordering upon the Mississippi river was flooded, and the people of the United States were called upon to succor the unfortunate people who lived there, that we can sympathize the more with those who have been driven from their homes in mid-winter in the farthest land. And the sympathy of America ought to manifest itself, too, in a substantial way.

It is evident from the account which is to hand of the circumstances under which the City of Brussels went to the bottom that it had not been for the ability and courage with which the ill-fated vessel was commanded, the unfortunate accident which took place would have been turned into a catastrophe. The conduct of the captain in particular was beyond all praise. It was largely through his coolness and self-sacrificing devotion that so few lives were lost, and that the passengers, who were not infrequently in such cases, were saved. With the exception of two panic-stricken Italians, who rushed blindly to their death, all rescued from the ship. Nothing but the constant maintenance of a high standard of discipline could have made this possible.

DEATH OF COLLECTOR MORRILL.

Brief Biographical Sketch.

AMSTERDAM, Jan. 10. Hon. Lot M. Morrill died this morning at 10 o'clock. He suffered very little last night. His last moments were without pain or struggle. The members of his family and the attending physician were present during the last solemn moments. The dying man recognized his family and with his last breath attempted to bid them farewell, but with the word on his lips he passed to the unseen. Mr. Morrill died respected abroad and beloved at home. In this city his loss is felt like a personal bereavement. His family, his life without stain, his record noble and worthy to be followed by all who lead public lives.

BRIEF BIOGRAPHICAL SKETCH.
The deceased was born in Belgrade, Kennebec County, in 1813. He entered the Maine Academy in 1834 and soon after commenced the study of law, and in 1839 was admitted to the bar. He was a member of the Maine Legislature in 1854, of the Senate in 1856 and made his first election to the Maine House of Representatives in 1858. He was elected Governor of Maine in 1865 and re-elected in 1869 and 1870. In 1861 he was elected a Senator in Congress for the unexpired term of Hon. Hannibal Hamlin, elected Vice President of the United States. In the Senate he served on the Committee on Commerce, District of Columbia, and on the Committee on Appropriations and Indian Affairs.

On the death of Senator Fessenden, Mr. Morrill was appointed to fill the vacancy. He was elected to the Senate in 1871, and in 1872 was re-elected for the term ending in 1879, serving as Chairman of the Committee on Expenses in the Senate, and of that of the District of Columbia, that also on Appropriations and Indian Affairs.

At the expiration of General Grant's administration, Mr. Morrill retired from public life. At Washington and accepted the office of the Collector of the port of Portland, which he retained with much satisfaction to the citizens of that city, during the past six years. Mr. Morrill married Miss Charlotte Vance, daughter of William Vance, formerly of Bangor, but late of Rockfield, who survives him. They had four children.

Mr. Morrill has been out of health for several years, but nevertheless, has been doing a good deal of legal as well as official business. Indeed, his death was probably hastened by his devotion to his work instead of to his convalescence. His disease was a disease of the stomach and had been a great sufferer for much of the time during the past two months, especially, and finally succumbed to death through inability of the stomach to receive and assimilate food.

He was a worthy contemporary of a famous coteries, including such men as Geo. Evans and Wm. Pitt Fessenden, and his name will long be remembered in the annals of the State's history. As a private citizen he was highly esteemed by a large circle of personal friends and widely respected throughout the State, as a public man he was noted for his integrity, ability in political affairs, and an unimpaired public career.

The funeral services will take place Saturday at 11 a. m. from his late residence. The bells of the city churches were tolled yesterday afternoon as a mark of respect to the deceased.

Special Notices.

MUSIC HALL.
Andrews Assembly (THURSDAY) evening, Jan. 12. Assembly FRIDAY evening, Jan. 13. Assembly SATURDAY evening, Jan. 14. Assembly SUNDAY evening, Jan. 15. Assembly MONDAY evening, Jan. 16. Assembly TUESDAY evening, Jan. 17. Assembly WEDNESDAY evening, Jan. 18. Assembly THURSDAY evening, Jan. 19. Assembly FRIDAY evening, Jan. 20. Assembly SATURDAY evening, Jan. 21. Assembly SUNDAY evening, Jan. 22. Assembly MONDAY evening, Jan. 23. Assembly TUESDAY evening, Jan. 24. Assembly WEDNESDAY evening, Jan. 25. Assembly THURSDAY evening, Jan. 26. Assembly FRIDAY evening, Jan. 27. Assembly SATURDAY evening, Jan. 28. Assembly SUNDAY evening, Jan. 29. Assembly MONDAY evening, Jan. 30. Assembly TUESDAY evening, Jan. 31. Assembly WEDNESDAY evening, Feb. 1. Assembly THURSDAY evening, Feb. 2. Assembly FRIDAY evening, Feb. 3. Assembly SATURDAY evening, Feb. 4. Assembly SUNDAY evening, Feb. 5. Assembly MONDAY evening, Feb. 6. Assembly TUESDAY evening, Feb. 7. Assembly WEDNESDAY evening, Feb. 8. 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